

SUMMARY OF THE 3RD JOINT MEETING OF THE ITS & TRUCKING ADVISORY COUNCILS

Louisiana Statewide Transportation Plan Update

Meeting Time and Location

The third joint meeting of the Trucking and ITS Advisory Councils were conducted jointly for the update of the *Louisiana Statewide Transportation Plan*. These two Councils met together on October 22, 2002, at the Radisson Hotel in Baton Rouge, Louisiana.

Meeting Attendees

The following persons attended the meeting:

Advisory Council Members/Representatives

Huey Dugas, Baton Rouge MPO
Glen Guilliot, LMTA
Randy Guilliot, Triple G Express
Eric Kalivoda, LA DOTD
Blaise Carriere, LADOTD
Cathy Gautreaux, Louisiana Motor Transport Association
Carol Cranshaw, LADOTD
Tony Trammel, Lafayette Consolidated Governments
John Broemmelsiek, FHWA
Frank Miller for Roy Martin, Shreveport Regional Airport

Non-Member DOTD Staff

Dan Brossard, LA DOTD
Emily Callender-Efferson, LA DOTD – Public Transit
Jody Colvin, LA DOTD - ITS
Steven Strength, LA DOTD – District 2
Steve Glascock, LADOTD
Tom Bartkiewicz, LADOTD
Mac Linton, LADOTD
Ronnie B. Randall, LADOTD

Consultant Team Members

Arno Hart, Wilbur Smith Associates
Butch Babineaux, Wilbur Smith Associates
Mark Berndt, Wilbur Smith Associates

Others

Elizabeth Delaney, PB Farradyne
Bryan Davis, Parsons Brinkerhoff

Meeting Purpose

Glenn Guilliot and Tony Trammel opened the meeting by welcoming those attending. The purpose of the meeting is to provide recommendations from the advisory councils that will be included in the long-range transportation plan.

1. Overview of Progress Regarding Implementation of the Statewide ITS/Telecommunications Plan

Brian Davis gave a Power Point presentation describing the status of the Louisiana Statewide ITS Implementation Plan referred to as "Transportation Information Systems Plan" (LaTIS). Mr. Davis indicated that the progress in laying fiber optic networks, and bringing traffic management centers (TMCs) on line in major metropolitan areas is a good indication that Louisiana is committed to developing ITS technologies in the state. He further noted that currently about \$16 million per year has been committed to ITS implementation projects and that implementation is currently on-schedule.

Elizabeth Delaney also gave an overview of recent implementation projects such as recently installed Variable Message Signs (VMS) indicating that technology supporting hurricane evacuation has become a top priority.

2. ITS Planning as Part of the National I-10 Corridor Study

Mark Berndt gave a Power Point presentation that provided an overview of the ITS elements of the I-10 National Freight Corridor Study. The goal of the study is to enhance predictable, timely goods movements and improve safety in the corridor. While a range of implementation strategies are being assessed, the integration of ITS across public sector jurisdictions, integration of public and private technologies and integration across types of technology is a focus of the ITS planning work for the study.

3. Final Recommendations and Associated Costs for ITS Planning

Following the two presentations Steven Glascock led a discussion of ITS related issues that over the course of prior state plan meetings had arisen. These discussions culminated into several recommendations from the Advisory Council. Following the recommendation statements, additional background is offered based on the group discussion that occurred:

Recommendation 1: User representatives should be included as members on the Regional ITS Policy Committees, called for in the DOTD Policy Statement on the Management and Operations.

Recommendation 2: The DOTD should support the implementation of the Statewide ITS Implementation Plan, the cost to support this plan over the next 10 years is approximately \$150 million, or about \$15 to \$16 million/yr.

Recommendation 3: The DOTD should support the implementation of the LA Commercial Vehicle Information and Systems Network (CVISN) plan. The cost of supporting this plan will require an investment of \$12 million over 5 years, and is separate from the cost of supporting the LaTIS, and therefore should be considered as a separate appropriation.

Recommendation 4: ITS projects that support the ability of rural transit systems to respond to users and improve safety should be integrated into the Statewide ITS Implementation Plan.

Recommendation 5: The DOTD should support the standardization of ITS technologies being implemented at ports in Louisiana. As a first step toward standardization it is suggested that the DOTD fund the conduct of a cost benefit study to determine the impact of non-uniform technology standards, especially at port gates on the Louisiana trucking industry.

Recommendation 6: It is recommended that as an element of the Louisiana Policy on Management and Operations of TMCs and ITS, that the committee structure created by the policy, draft and adopt an amendment to the policy addressing the issues of “collection and archiving of ITS data” at TMCs. At a minimum this policy amendment should address the following issues:

- What data elements should be collected and archived, if any, and;
- Specify for what purpose archived data is to be used.

Background Notes for ITS Policy Recommendations:

Recommendation #1: The discussion suggested that as currently envisioned, the ITS board structure would work something like committee structures in an MPO. The Regional ITS Policy Committee being the equivalent of an MPO technical committee which selects projects based on budget constraints and makes recommendations to the MPO. In the ITS committee structure for Louisiana, the Regional Policy Committee would evaluate project candidates and make recommendations to the ITS Administrative Board. Advisory Council members suggested that, to make effective investments, various user groups like the trucking industry and emergency response agencies should be represented on the Regional Policy Committee.

Recommendation #2: During the Statewide ITS Implementation Plan funding discussion, it was noted that the plan and required budget covers short, medium and long range ITS implementation, including operating costs. It was explained that the required expenditures for capital and operating costs invert over time with capital expenditure consuming the majority of budget expenditures in the near term and operating costs assuming a larger portion of the budget in future years. A concern was also discussed over whether expenditures on fiber optic networks were getting ahead of needs to implement local projects such as TMCs. Mr. Davis commented that the fiber projects currently programmed were intended to enable local investments to be integrated into the larger networks for issues like hurricane evacuation, and that it was intended that implementation of local and networking projects would proceed in a parallel fashion. Some of the budget discussion also revolved around the uncertainties of the upcoming reauthorization and how various funding sources for operations might be affected. The group concurred that a goal of ITS planning should be the integration of ITS projects into major construction projects on primary routes in the state.

Recommendation #3: Mr. Glascock pointed out that CVISN funding is a separate program from other ITS implementation. The required budget is to complete the nine projects currently found in the LA CVISN plan:

- 1) *Commercial Vehicle Info Exchange Window (CVIEW)*
- 2) *Connection to SAFER*
- 3) *Automated Crash Reporting*
- 4) *Electronic Credentials for IFTA and IRP*
- 5) *PRISM (roadside screening for IFTA and IRP)*
- 6) *Interfaces for SSRS, Inter-exempt, Intrastate & PERBA*
- 7) *OS/OW Permitting Enhancements*
- 8) *PrePass / WIM / VMS Installations at Interstate Scales*
- 9) *Connection between PERBA, CVIEW and Scale-houses*

Recommendation #4: A MPO representative raised questions regarding how rural transit concerns and issues are addressed in the ITS planning structure that has been created. It was noted that in order for transit agencies to seek funding for projects like a May Day system, the project must appear in a transportation plan. Mr. Kalivoda responded that ITS projects that support local transit systems were the responsibility of MPO representatives under the committee structure that has been created. Mr. Davis also noted that the Statewide ITS Plan currently contains several ITS/Transit projects, but that they tend to focus on local transit systems. The recommendation crafted is intended to fill a potential gap in adequately covering rural transit system needs for ITS investments.

Recommendation #5: Raised as an issue at the previous joint meeting, representatives of trucking companies stated that ports are increasingly adopting gate technologies that read transponders installed on trucks to reduce delays and check for authorization. However, because the ports are not coordinating their efforts, companies whose trucks call on multiple ports must have separate transponders for each port they call on. In addition to saving trucking companies the cost of purchasing multiple transponders, adopting standard technology across the state's ports may also provide benefits in times of national or regional emergencies.

Recommendation #6: More and more traffic data such as video images will be available as ITS implementation continues in metropolitan areas across the state. Some of this traffic data can be very useful for planning purposes however retention can be expensive, expose public agencies to liability and create concerns over privacy rights. The recommendation was suggested to bring thoughtful dialogue and public involvement to the issue.

4. Louisiana Trucking Freight Flow Analysis

Arno Hart gave a PowerPoint presentation that summarized freight flows contained in the TRANSEARCH Database purchased from Reebie Associates. During the presentation members asked questions about the total volume of waterborne transport and the relative and total volume of truck transport. Mr. Hart explained that Louisiana is somewhat different than other states in terms of waterborne movements, simply because the confluence of both coastal water and inland water systems in Louisiana results in a larger than average share of waterborne commodity movements. Mr. Hart also discussed how the TRANSEARCH database is constructed and the associated shortcomings: The basis of data is the U.S. Commodity Flow Survey (CFS) conducted every 5 years by the Bureau of Transportation Statistics. Reebie Associates then supplements the CFS with bill of lading information it receives from agreements it has with many trucking firms. However, both the CFS and supplemental truck flow data tend to come from larger firms. As a result, the data is sometimes weak in natural resource areas like agriculture and timber, where trucks are often owned and operated by the logger or farmer. The data also becomes less reliable as the geographic area being examined becomes smaller.

Action: *Due to questions raised about tonnages moving between parishes for agriculture products and timber, council members requested that any use of the data in the State Plan report contain a caveat noting potential deficiencies in the data.*

5. Trucking Recommendations to be included in the State Plan:

Following Mr. Hart's presentation, he facilitated discussion that built-up and refined several recommendations raised at earlier council meetings:

T-1: Establish Regional "Operations" Advisory Council

- Combine various aspects into single Council:
 - ✓ ITS
 - ✓ CVO (credentialing, etc)
 - ✓ Incident management
 - ✓ Trucking issues
 - ✓ Feed into Statewide Ops Advisory Council

T-2: Develop One-Stop State Truck Permitting/Processing Center

- A one-stop state trucking permitting/processing center has been established in Baton Rouge in an existing building which is undersized and lacks adequate parking for commercial vehicles. A new Center was originally included in the 1996 SITP, to be located in Baton Rouge, but funding has not been made available.
- Recommend an additional Center in northern Louisiana.

T-3: Establish Commercial Zones Around Ports

- Permitting for overloads within zones around ports has been implemented and the commercial zones around ports are working.
- Recommend changes to Port Zone permit process to reduce the administrative barriers associated with distance requirements – evaluate the implementation of an international maritime overweight permit.

T-4: Automate Weigh Stations (WIM and AVI)

- Three automated weigh stations are in service
 - ✓ Near Greenwood (I-20)
 - ✓ Near Breaux Bridge (I-10)
 - ✓ Baptist (I-12)
- 3 Additional automated stations are planned
 - ✓ Delta (I-20)
 - ✓ Toomey (I-10)
 - ✓ LaPlace (I-10)
- 1 Additional automated station is recommended
 - ✓ Kentwood (I-55)

T-5: Pursue Uniformity in Permitting and Enforcement of Overweight and Oversize Vehicles (including IMX Containers)

- Permitting uniformity is a growing concern
 - ✓ Weight standards vary by state
 - ✓ 12 states in SASHTO plus Ohio, Oklahoma, Texas and Missouri have tentatively agreed to develop a uniform permitting process across the states
- Use SASHTO as a means for furthering this initiative

Additional Initiatives

Recommend economic development Incentives to maximize use of existing Infrastructure

- Consider economic development incentives (in truck intensive area) to encourage “time-of-day strategies” that utilize excess capacity during off-peak periods, creating additional capacity during peak periods

Recommend the development of model truck facility site access design standards

- A significant number of truck stops are difficult to egress and ingress by combination trucks
- Manual of minimum design standards proposed